

R E M A R K S

An Office Action was mailed on August 10, 2004. Claims 1-16 are pending, of which claim 1 is the sole independent claim.

Claims 1-4, 6-9, 10, and 14-16 stand rejected under 35 U.S.C. §103(a) as being unpatentable over U.S. Patent No. 4,024,388 to Skoff. Claim 5 stands rejected under 35 U.S.C. §103(a) as being unpatentable over Skoff and in further view of U.S. Patent No. 4,670,736 to Ulrich.

Claims 11-13 stand rejected under 35 U.S.C. §103(a) as being unpatentable over Skoff and in further view of U.S. Patent No. 6,439,753 to Sumada et al.

By the foregoing, new claim 17 is provided.

A response was filed on December 10, 2004. Subsequently, Applicant's attorney, the Examiner, and the Examiner's Supervisor conducted an interview via telephone on January 13, 2004. The Applicant wishes to thank the Examiner and the Examiner's Supervisor for their time and consideration of the arguments provided.

As discussed during the interview, Applicant herewith submits a new claim believed to be patentable over the cited references. As previously noted, the headlight unit illuminating the curve is advantageously, while negotiating a curve, the highest (with respect to the driving lane) of the two cornering headlights that illuminates the driving lane, regardless whether it is a left-hand or right-hand curve. For a right-hand curve this can be clearly seen in Fig. 4, where the left cornering headlight 24 illuminating the driving lane is in a higher position than the right cornering headlight 22. Thus, in contrast to Skoff, the driving lane is always illuminated by the highest positioned cornering headlight thereby offering the largest possible illumination angle to the surface. Therefore, a better illumination pattern on the driving lane is achieved whereby the larger/steeper illumination angle is additionally able to prevent the blinding of oncoming traffic more effectively.

Skoff, in fact, teaches away from the inventive features. Skoff teaches cornering lights that illuminate the driving lane under a smaller flatter angle resulting in a higher risk for blinding oncoming traffic. This difference becomes important because Skoff addresses this important

problem of dazzling or blinding other drivers by suggesting simplistically that the cornering lights are switched off, either automatically together with dimming or dipping of the headlight beam or by providing a manual on-off-switch for the cornering lights. (Skoff, column 8, lines 8-14).

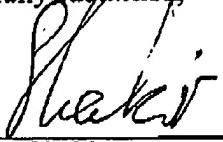
Applicant respectfully submits that the presently claimed inventive headlight unit is superior over the prior art and was not obvious for a person skilled in the art. No cited reference is able to suggest the "cross-over" concept or the advantageous effects related with the inventive headlight unit.

In view of the remarks set forth above, applicant believes the application is in condition for allowance which action is respectfully requested. All dependent claims are allowable for at least the same reasons provided for the allowability of the independent claim from which they depend.

However, if for any reason the Examiner should consider this application not to be in condition for allowance, the Examiner is respectfully requested to telephone the undersigned attorney at the number listed below prior to issuing a further Action.

Charge any fee due with this paper to Deposit Account 50-1290.

Respectfully submitted,



Hassan A. Shakir
Reg. No. 53,922
212.940.6489 (tel.)

CUSTOMER NUMBER 026304

Telephone: (212) 940-6489

Fax: (212) 940-8986/8987

Docket No.: GRAT 20.504 (100717-00063)

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